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Herman Martin

Recalls His Military History

Filmed on Location

2225 Willow Grove Road

Harrisburg, Illinois

March 30, 1997

Transcribed by

Lyndell R. Martin

~ 2022 ~

LOCALES LISTED ARE IN ORDER OF FIRST MENTION

**Pontiac, Michigan ~ Harrisburg, Illinois ~ Chicago, Illinois ~ Rockford, Illinois ~ Biloxi, Mississippi
San Antonio, Texas ~ Fort Worth, Texas ~ Kansas City, Missouri, ~ Toledo, Ohio
New York City, New York ~ Halifax, Nova Scotia ~ Reykjavik, Iceland ~ Akureyri, Iceland
Glasgow, Scotland ~ Freetown, Africa ~ Takoradi, Africa ~ Accra, Africa ~ Harbel, Liberia
Jani, Nigeria ~ Ascension Island, South Atlantic Ocean ~ Kano, Nigeria ~ *Maceio*', Brazil Macapa', French Guiana ~ Georgetown, British Guyana ~ San Juan, Puerto Rico ~ Miami, Florida ~ Evansville, Indiana ~ Nashville, Tennessee ~ Saint Louis, Missouri**

World map showing many of Herman's World War II travels

community of Walnut Grove about five miles south of Harrisburg. The coordinates are: 37°40'32"N 88°33'27"W.

At the age of 20 Herman sat out on foot looking for work. It is unknown how much he walked and how much he hitch hiked but he ended up finding work in Pontiac, Michigan. While in Pontiac he turned 21 and was required to register for the draft.

In 1997 Herman's eldest son Lyndell, aka Buddy, asked him to sit for a videotaped interview of his years of service during World War II. The interview was recorded in the basement of his home at 2225 Willow Grove Road on Sunday, March 30th 1997. The transcript that follows was taken from that one hour video.

NOTES TO THE READER

Most *Italicized* words in this transcription denote the phonetic spelling of words that are uncertain or unverifiable. Other italicized words are best estimates of words in the transcript that were difficult to discern. This convention is followed throughout the book.

Where grammar corrections have been made, they are used only to make the transcript more readable. An example would be the use of the word "them" whereas Herman would actually say "'um" much of the time. Certain other vernacular have intentionally been left "as is".

Punctuations such as "..." and some commas are used to help indicate the cadence in Herman's speech. Of course this is best observed by actually watching the video. The video is available on DVD and may later be published on the internet. The book itself will be made available for reading or download on Archive.org. Search "LYNDELL RAY MARTIN" in quotes to retrieve it. For questions or comments, contact LyndellMartin@Yahoo.com

FROM HARRISBURG TO NEW YORK CITY

Herman's narrative:

In 1941... starting my military history... I was living in Pontiac Michigan [and] working for a construction company. J.A. Fredman¹ Construction Company. And I registered for the draft. When you were 21 years old you had to register. So I registered for the draft. I worked there a few weeks then came back to Illinois and worked around in the hay fields and what not for people on their farms until I got my call to join the military.

Herman's draft registration card

Separated from Armed Forces

REGISTRATION CARD

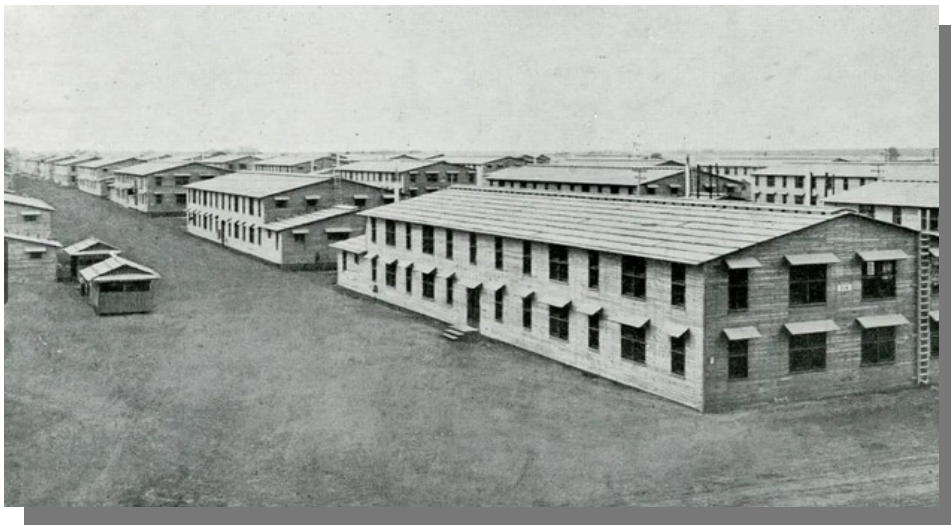
| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| SERIAL NUMBER <i>S-25</i> | 1. NAME (Print) <i>Herman - Martin</i> (First) (Middle) (Last) | ORDER NUMBER <i>S-2292</i> |
| 2. PLACE OF RESIDENCE (Print) <i>199 Osmon Pontiac Oakland Mich</i> (Number and street) (Town, township, village, or city) (County) (State) | | |
| [THE PLACE OF RESIDENCE GIVEN ON THE LINE ABOVE WILL DETERMINE LOCAL BOARD JURISDICTION; LINE 2 OF REGISTRATION CERTIFICATE WILL BE IDENTICAL] | | |
| 3. MAILING ADDRESS <i>Same</i> (Mailing address if other than place indicated on line 2. If same insert word same) | | |
| 4. TELEPHONE <i>25894</i> (Exchange) (Number) | 5. AGE IN YEARS <i>21</i> DATE OF BIRTH <i>6 4 1920</i> (Mo.) (Day) (Yr.) | 6. PLACE OF BIRTH <i>Harrisburg Ill</i> (Town or county) (State or country) |
| 7. OCCUPATION <i>Labourer</i> | | |
| 8. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS <i>Elmer Martin Rte #2 Harrisburg Ill</i> | | |
| 9. EMPLOYER'S NAME AND ADDRESS <i>J.A. Fredman Const Co</i> | | |
| 10. PLACE OF EMPLOYMENT OR BUSINESS <i>So. Serv. Pontiac</i> (Number and street or R. F. D. number) (Town) (County) (State) | | |
| I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE. | | |
| D. S. S. Form 1 (Revised 6-9-41) (over) 16-21630 <i>Herman Martin</i> (Registrant's signature) | | |

On the 17th day of November, 1941 I boarded a train where Hardees is now in Harrisburg,² with a bunch of other G.I.'s³. We weren't G.I.'s at that time but we were on our way. We went to Chicago. We left Harrisburg about 8 O'clock in the afternoon and arrived in Chicago [at] approximately 8 O'clock the next morning.

They fed us, then took us to a building where they examined us. We were all examined. They gave us physicals. We had a general exam. If you were in, you were in. If you weren't, you weren't. They told you right then. So they swore us in... those that passed. They swore us in. They put us on a bus and took us out to Camp Grant⁴ at Rockford, Illinois.

The pay at that time was \$21 a month. If you volunteered you got \$30 a month. You could choose any branch of service that you liked if you volunteered. Otherwise, they could put you in any branch they wanted to. I was always fascinated by aircraft. So I figured I was going to be in there at least three years anyway. So I signed up for a three year hitch. That's how come I got the Air Force. I was fascinated with aircraft and that's what I wanted. So they gave me that.

Camp Grant ~ Rockford, Illinois



Now, in about five or six days... I can't remember exactly how long... but we were there a short time... from there they put me on a train to Biloxi Mississippi. Keesler Air Force Base⁵.

Keesler Air Force Base Biloxi, Mississippi



There were several thousand men there. They had a 22 week course in aircraft maintenance. And since the war had started in the meantime... it started on December 7th, 1941... they changed it to 19 weeks. I spent 19 weeks of training in aircraft maintenance, *system* electronics, sheet metal work, hydraulics, electrical, and engine maintenance. And after that.... I can't tell you the exact date that I left there... but somewhere I would say after 21 or 22 weeks.

We left there and I was shipped to San Antonio Texas... Kelly Field⁶, San Antonio Texas... to a maintenance crew doing engine work in a building [there]. We stayed there until... I can't tell you what date I left there... but I left there sometime in late July or in August. We were in the barracks one night when a whistle blew. We were being called out. Everybody went out and formed about 9 O'clock at night. They called off a bunch of names. One hundred and twenty names. They said, "You fellows be ready to leave here at 11 O'clock.". At 11 O'clock they came into the barracks, picked us up and took us out to the airport.

Hanger Building at Kelly Field, San Antonio, Texas



We got on an airplane. We flew from there to Fort Worth, Texas. From Fort Worth Texas we flew to Kansas City, Missouri. From Kansas City, Missouri we flew to Toledo, Ohio. And I don't recall if there was a stop between Toledo and LaGuardia Field. It seems to me like we flew direct, but I'm not sure.

But anyway, we were met there by some G.I. (Government Issue) trucks, and they took us out to Mitchel Field barracks.⁷ They didn't have a barracks there but they had a big hanger and cots in that hanger. We stayed in that all night... the rest of that night... the next day and the next night. And then the next day they put us on those G.I. trucks and took us right down Fifth Avenue, New York City, to Pier 51. We boarded a ship there called the Batory⁸. It was a Polish ship. We stayed all night on that ship. The next morning we pulled out. We sailed right by the Statue of Liberty. I got to see the Statue of Liberty. We sailed right by it.

Pier 51 on Manhattan Island, New York City in 2022



FROM NEW YORK TO AFRICA

The next stop we made was Halifax, Nova Scotia. We made port in Nova Scotia. I'm not sure if they picked up soldiers or what was done but anyway there was a convoy formed and we went back out to sea and sailed in a convoy.

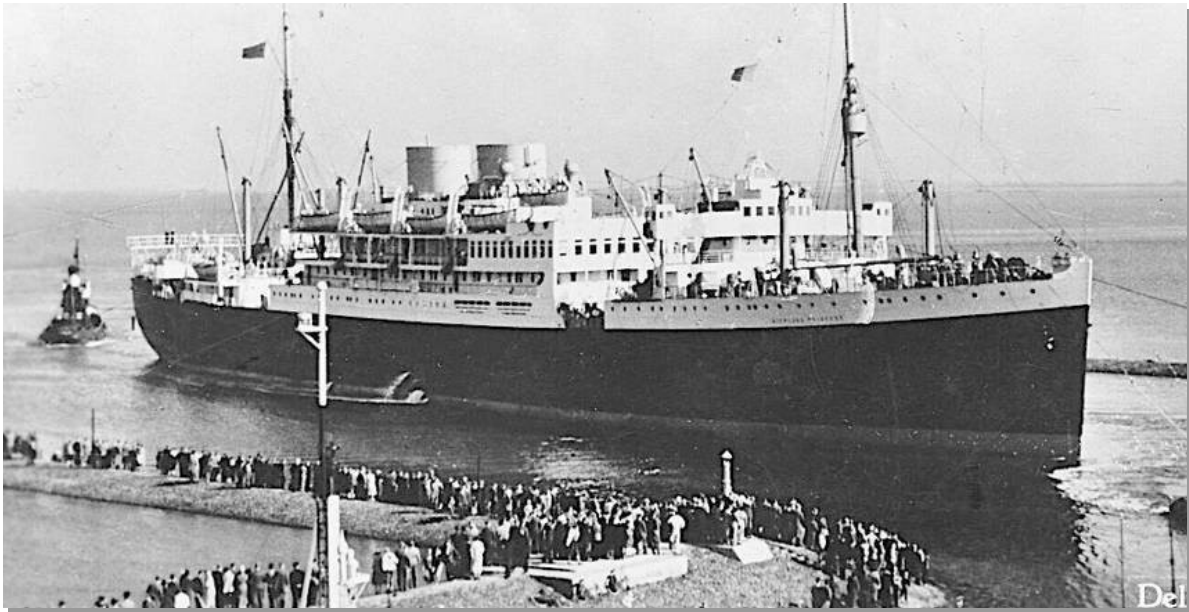
The next stop we made was Iceland. Before we got to Iceland we separated... our ship did... from the convoy and we sailed alone. Except they sent a little Corvette⁹ out to escort us in. We stayed all night in Reykjavik and maybe a day or two there. We were on the boat all the time. We never got off the boat.

Then we went to a place called Akureyri. It is north and east of Reykjavik. We picked up some British soldiers that had been stationed there and came back to Reykjavik. I'm not sure how long we stayed there. We didn't stay there too long. Maybe a couple of more days or so.

Then we sailed out of there and went to Glasgow, Scotland. We made port in Glasgow, Scotland on the Clyde River. We spent two or three nights there. They came out with... they had some small boats. They came out and took

us off our ship... off the Batory. We never touched land. I was transferred to a British ship called the Highland Princess.¹⁰

THE HIGHLAND PRINCESS CIRCA 1942



We spent another night or two there. We sailed out of there late one evening, just as the sun was going down.

From there, the next stop we made was Freetown, West Africa. (Points to a spot on the map behind him) That's the next port we made... in Freetown. We spent a night or two there. Then we pulled out of there and got into a convoy... joined a convoy and then sailed from there to a place in West Africa on the Gold Coast called Takoradi. We put about 20 or 25 P-40's together there.

ACCRA, BRITISH WEST AFRICA

When we left there we went overland then about 165 miles from there to Accra, Gold Coast British West Africa. Pan American World airways had a... that was one of their terminals. And BOAC... British Overseas Airway [was

located there]. Pan American left. They pulled out completely. And BOAC practically left. They would bring a flight in once in a while.

But anyway, they put us in there. They put us into engine overhaul. That's what I did. Some of us did aircraft maintenance. I was on aircraft maintenance. I was on what they called being on the line. It had to be done. And overhauled aircraft engines. That was what we did, mainly. Aircraft engines is what I did and what several of the other guys did. I had a crew that worked for me and I had a Major, (Later Lieutenant), that was over us. His name was George W. Dumont¹¹. (Tears up) I'll never forget him. He was a fine man. Never had words with him. I didn't get to talk to him much but I'll never forget him. He was a fine man. Never had words with him other than just in talking to him. But... I'll never forget... he called me in before... just before... I want to say, probably four or five weeks before we left there. He called me in his office one day and he said, "Herman, were going stateside one of these days.". And he said, "When we do I'm going to start a business of my own¹². And I'd like to have some of my better men, and you're one of 'em."

GEORGE W. DUMONT (LEFT) IN FLORIDA WITH SEVERAL EIGHTH AIR DEPOT INC. EMPLOYEES



LIBERIA

So I'll stop there and I'll go back to what I was doing before. Overhauling aircraft engines. I got acquainted with a Captain. His name was Jones. I can't recall his first name but his last name was Jones. He was a pretty nice guy. And I don't know how long I'd been there. I'd been there quite a while. One day he came in and he said, "Herman, would you like to take a trip up to Liberia?". I said, "I guess.". And he said, "I'll see what I can do.". It wasn't too long, I got called to take a crew up there [to Harbel, Liberia]. So I took some men up there. I don't remember how many men but there were four or five of us. I don't remember what we did on that trip but we went anyway. We spent a few days there.

Firestone Rubber Company had a plantation there. And you wouldn't believe how many trees there were there. All of them had a little bucket, and a little spigots coming out of the trunk. They got maybe a quart overnight out of them. And they were out there by the multiplied thousands of them, it seemed like. But they processed that rubber there and made it into what they called crepe rubber¹³. They bailed it into bails and shipped it to the United States. While I was there some of us went out to see this place. I saw it, that's how I know what it was. And it was very, very interesting to me. It was a place that was rather humid and hot. And certain times of the year every day at about 2 o'clock you could say it was going to rain. You could say that and almost hit it on the head. That's how wet it was, how it would rain.

But there were a lot of aircraft that flew down through South America and they flew out to a place called Ascension Island. From Ascension Island they came in to Roberts Field¹⁴, a lot of them would. But anyway, I remember one day sixty-five C-47's came in there at one time, in one day. Military aircraft came in there, A-20's all the time. They came that route because they didn't refuel in the air back in those days. So they had to take a route, so they could fly from one place to another over the water. Wherever they had to fly.

Then I went back to Accra. Later, I was asked to go back over there [to Liberia] again. We went back to Roberts Field... made another trip back to Roberts Field, me and some other guys. I know what we did that time. We worked on a B-25. I remember that. While I was up there one day a bunch of A-20's came in. And when they left... when they got ready to leave, they left in a group. But one of them had a bad engine on it [and stayed behind]. That engine was giving them trouble. And so a gentleman by the name of Lieutenant A. B. Ferry, he took... one of those pilots was sick. They sent him to the hospital. And so a Lieutenant A. B. Ferry, they had him take this other pilot's plane and go on. So that just left one airplane there. Just left one A-20. He had a couple of gunners with him. So when they got ready to leave, they had a guy who worked there and I can't recall his name. I can't think of his name right off hand. They called him the Greek. That's what they called him. And he was working on an aircraft and uh, I don't know that I could have done a bit of good. Don't know if I could have done anything that would have

helped, but... (tears up). Anyway they got on that airplane. They started down the runway. Got in the air only a few feet and the engine on the right hand side caught fire. (Still crying) The two gunners jumped out. We could see them leave the airplane but we never saw the parachutes open. Some of the guys got in a jeep and went down there. And when they, [the men who jumped], got behind the tree line, those parachutes had opened . Those two young men were safe. (Dad breaks down) One of them said, he said, "My parachute opened and I hit the tree top just, (snaps his fingers), that quick. That's how close he came. About 400 feet in altitude is all they ever got. The pilot rode it to the ground. Burned. Burned him, burned that airplane.

DOUGLAS A-20 WW II ERA BOMBER



JANI, NIGERIA

We went back to Accra again. Back to my same old job. *Someone* come to me and asked me one time if I'd take a crew up to... a little place called... Jani¹⁵. El-Jani is what we called it. There were a few G.I.'s there, maybe fourteen or fifteen. There weren't very many but there were a few there. It was a small place. And I told them before I left [Accra]... they said go out

there and salvage that aircraft, or repair it. I said well, that's a pretty big order for an enlisted man. I didn't say that but that's what I thought. And I told them I prefer somebody else make the decision about whether it be overhauled or salvaged. They said, "Well, the pilot will tell you."

Jani, Nigeria is indicated by the red teardrop. Kano is 80 miles to the Southeast



We flew from there [Accra] to a place called Kano¹⁶. We had a pilot by the name of... well, his last name was *Bertus*. No, let's see, his name was *Bertus J. Ferrell*, that was his name. We flew with him and his copilot to Kano. When we got to Kano they had an aircraft down there. A C-46 [broke] down. It needed a little work done on it. It didn't amount to very much but we did that.

We got on that plane then and headed for Eljani. We ran into a storm up the way. I don't know how far we were, but quite a way out. And, in front of us it got like... looked like pitch dark up ahead. Just looked like it was pitch dark. We flew into a storm and it did about everything to that airplane, that it could do, it seemed like. It was scary. Believe me, it was scary. I don't ever want to go through something like it again. It was scary. We had an officer on there with us. He was asleep but he didn't continue to sleep. He woke up. The pilot hollered back there to me and said, "Go up and see if the gears are down.". I was sitting up toward the leading edge of the wing and had to go back to the trailing edge, so I could see the trailing edge of the wing to see if the gears were down. When I got up out of that seat, I couldn't keep my feet on the floor. There was a rod overhead. I had to hold onto that rod to hold

myself down. We got through that storm after a bit. The pilot throttled the engines back, put the flaps down, and he said, "We're still going 240 miles an hour." Way over the air speed that we should have been flying. We flew through that storm... made it to Eljani, no problems.

We got off there. The pilot went out and looked at the [wreaked] airplane. When I looked at it I said to myself, "That's a salvage job.". The pilot looked at it and he said, "Repair it.".

Well, we didn't have anything to work with so we had to order all the parts that we needed as we came to them. We didn't have any scaffolding to work on [with]. We didn't have an air compressor. We didn't have anything to work with. So, started ordering stuff, I did. I ordered some scaffolding. I ordered some doors. Ordered an air compressor... tools that we needed. We had to have sheet metal tools and some mechanical tools. One blade on both, each propeller had to be changed. They were four bladed propellers. The nose was smashed terrible. So we went to work on it. I had some good men that knew what they were doing, apparently. Sheet metal men. And I knew quite a bit about rigging one and doing engine work and stuff like that. I knew hydraulics. So we did all that. We got all the stuff that we needed to work with. We set in on it. We spent about 90 days on that airplane. We didn't work on weekends. We didn't work on Sunday's, but we worked the other days of the week.

I'd like to say another thing about that place up there. The flies. You wouldn't believe how many flies there were. In the morning, early of the morning, you carried a little *tasse/* thing with you and you'd [use it to] keep off the flies going down to the aircraft. Just like that, (waved his hand). Up in the day it got so hot, it would get so hot they would go up to the shade and they wouldn't bother you in the daytime.

After we got it ready to... we thought... to fly, we called and told them we had that aircraft ready to fly. So they sent a couple of pilots up there. They came up there one morning and said, "Well, lets take it up for a test hop. Come and go with us?" When they ask you that kind of question you think about, have I done my job well. I got on there with them, went down to the runway and we took off. They flew around a while. Directly they came down and they buzzed the runway. They made a circle, came back and landed. One of them said, "Who rigged this aircraft?". I said, "I did.". He said, (Inaudible) whoever's done it done a real job." He said, "Smooth as silk.". They took it up there and parked it. We got our scaffolding, our air compressor, got all of our tools and loaded them on the airplane. The next morning about 9 O'clock we left there, headed for Accra. We left there about 9 o'clock in the morning. We landed in Accra about 8 o'clock at night. Nonstop that time. A job well done, I felt like. It carried us that far.

Further than that, if you have any questions you'd like to ask, just ask them and I'll see if I can answer them.

QUESTION AND ANSWER SESSION

Butch Martin¹⁷: I'm not clear why you enlisted.

Herman: Why I enlisted? Because I wanted the Air force. I could pick my own branch of service. Otherwise they could assign us anything they wanted. They could assign us Navy, Coast Guard, Army or Air Force, either one. I might have got the Air Force. But I chose the Air Force. That's the reason I enlisted. So I would have the choice.

Butch: When you left the United States did you know where you were going?

Herman: No, I had no idea.

Butch: So you didn't know until you got to where they were taking you?

Herman: No. When we left Scotland, after we left Scotland and got out in the ocean, the British had a medical man on there and he called us all together and he said, "Now men", he said... he told us where we were going. "We're going to Africa.". I don't know that he told us the exact location but he said we were going to Africa. And he said, "Malaria fever there is bad.". And he said, "We're going to start giving you quinine tablets every day to try and control it." So they started giving us quinine tablets. Then they came up with what they called a *chloroquine* tablet. It wasn't nearly as bad to take as the quinine was but that's what we took anyway.

Lets see, I got us to Takoradi already with the P-40's haven't I?

Butch: Yes.

Herman: Okay, next question.

Butch: And you was 21 years old when you left?

Herman: Yes, 21 years old. I was 21 years old June the fourth, 1941.

Butch: That's the date you left the United States?

Herman: The date I left the United States? No I couldn't tell you that. It was in late July or early August of 1942 and the reason I remember that is, I recall we were in Reykjavik Iceland on December... on August the 14th of 1942.

Butch: You left from New York, from the United States?

Herman: From the United States, yes.

Buddy Martin¹⁸: Did you leave a girlfriend behind in the states?

Herman: No.

Butch: You went the whole trip by ship?

Herman: Yes. Never set foot on ground till I got to Takoradi.

Butch: Any sea sickness?

Herman: I never got sick. I saw the time I think I would have if I hadn't hit the deck. But I hit the deck. But I saw guys on there who were sick from the time they got on to the time they got off.

Butch: Do you remember what the weather was the day you left?

Herman: The day I left from overseas?

Butch: The day you left the U.S.

Herman: The U.S.? Oh, it was a nice day. I told you before that we sailed right by didn't I? The Statue of Liberty. Pier 51 was the pier I left from. Pier 51.

Buddy: What kind of correspondence did you get from the U.S. while you were over there?

Herman: I got very little except from my immediate family.

Butch: How long did it take you to get something that they sent?

Herman: How long did it make the trip on the boat? 42 days.¹⁹ We weren't sailing all that time, now.

Butch: No, I mean how long did it take you to get mail that they sent from here?

Herman: Oh, it depends on... sometimes it wouldn't take over 3, 4, 5 days. Sometimes it would take a month. I got a package that was sent to me one time just completely rotten. Contained... wasn't anything in it that was fit to eat.

Butch: Can you describe a typical day? When everything was normal, Nothing special happening, you just...

Herman: On a typical day I would just go... I worked days and nights. Part of the time I worked nights. Part of the time I worked days. It was a 24 hour a day job. Part of the time I worked... if I was working overhauling aircraft engines, it was all day work. If I was working on the line I mean it could be at night or day. I worked nights, late at night till early in the morning. Maybe 12 o'clock at night, 11 or 12 o'clock at night till 7 or 8 o'clock in the morning when I was doing line work. Otherwise it was like going to a job any place else. You knew you had a job to do and you just got up and went and done it.

Butch: Did you get much news about what was going on in the war?

Herman:²⁰ We got quite a bit of news. We got Armed Force network news. We got British... we got news from the British. There was a lot of bombing going on in Germany at that time. The BBC would come on. I mean the Armed Forces network would come on. Had a raid over *Bogenhausen* last night, or Berlin or whatever. Lost one aircraft. BBC would come on... had a raid last night over the same places. 29 planes lost... 30 planes lost. So you didn't know who to believe. See? You don't know.

Butch: The BBC was the British?

Herman: British Broadcasting Company.

Buddy: You became a Sergeant in three years, is that right?

Herman: I skipped... the first promotion that they gave would have been a PFC.²¹ I didn't get PFC. The first promotion I got was a Corporal. Then a Buck Sergeant. Then a Staff Sergeant. Then Technical Sergeant.

Buddy: Why do you think they advanced you so quickly to Sergeant? Why did they choose you?

Herman: They was satisfied with my work... I guess. The way conducted... the way I got along with the men that were under me and the way I conducted myself, I reckon.

Buddy: Did they ask you if you wanted the promotions or did they just automatically give them to you?

Herman: They didn't ask. They just gave me those.

Butch: Did you enjoy what you did?

Herman: Beg pardon?

Butch: Did you enjoy what you were doing?

Herman: I did. I sure did. Yes. I just loved... I never cared to fly in an airplane. I mean, I wouldn't have thought about flying an airplane. But I loved to see those guys fly them that weren't afraid of them. This *Bertus* J. Ferrell that took us to Kano, he was one of those kind. He would come out on the line, he would say, "Will it run?". If you would said it will run, he'd get in it and go.

Butch: Why did you leave the service?

Herman: I was discharged.

Butch: Did you have the option to stay?

Herman: Yes. After I got back to the states, I was going to get back to it, but after I got back to the states, they called me in, a Lieutenant called me in down in *Morganfield*²², Florida. He said, "Herman, it's getting about time for you to get out." And I had done served my three years. I was on borrowed time then. (laughs). *I mean, I really* had control then, sure enough. He called me in and asked me if I would like to, uh... he said, "We'd like to have you. Like to keep you.". He said, "Would you be interested in... would you stay if we made you Master?" Master Sergeant that is. And I said, "No.". I said, "I wouldn't stay in if you made me Colonel." And he was just a young guy. He was about 20 years old. He said, "I don't blame you a bit.". He said, "I'm in here just like you.". And he said, "I want out just as soon as I can get out.". But, ah, but I was offered Master Sergeant. Which was the top rank you could get in, ah... [the ranks of non-commissioned officers].

Buddy: Was the war over before you got out? Or was it still going on?

Herman: No. I left over there, [Africa] seems to me like it was about the 24th or 25th day of April. I've got my paperwork upstairs. I'd have to hunt it out but we left there, as I recall, some time in April. And it happened just as sudden as my leaving did to go overseas. We had a guy that lived in the same hut that I did, named Mike *Bhome*. Work had slowed down. There wasn't too much work. We would go down there and maybe you'd have one engine. Maybe didn't have none. If there wasn't none, you didn't go, usually.

But if there was one you would do that one and then you'd go wait till another one got ready.

Well Mike, he liked to go to the beach. So he would go to the beach. Almost every day that he wasn't working, he'd go to the beach. One day he started to the beach in the morning... that morning. Long about noontime or a little before, I guess. He said, "Boys, I'm going to the beach.". He got his stuff and he took off. He went up by *O.E.'s*²³ office. He wasn't gone long till he came back. "[Someone said] What's the matter Mick? How come you're back?". "Aw", he said, "Ah, an officer up there told me to, ah... said, 'Mike, if I was you, I wouldn't go to that beach today'". They had asked him where he was going. Mike said he was going to the beach. He said, "If I was you, I don't think I'd go today.". He said, "There's going to be some people leave here after while.".

So we sat around there for a little bit and pretty soon the whistle blew. It was a cop like whistle. We went out there and formed a line. They started calling off names. Called of a bunch of names. Said, "You guys be ready...", said, "Go down to that hanger, check in your tools, get all your gear together and be ready to leave here at 11 o'clock tonight.". So we did. One thing I wish I'd a' done. *Met some of my* officers and talked to them, but I didn't do it. (Voice breaks) Didn't get the addresses of none of the guys, even (Inaudible)²⁴. I'm so sorry I didn't.

We got on a C-87. What they called a C-87. That was a B-24 converted to a cargo aircraft²⁵. We got off the ground. Got up in the air. I felt that aircraft doing this (gestures with his hand indicating a turning motion). I could feel it turning. Hadn't been up there but a few minutes. I told some of the guys up there, I said, "Were going back in for some reason.". They said, "No, we're not.". I said, "Yes we are.". Pretty soon we landed. We pulled up in front of the station and stopped. Of course, everybody wanted to know what's the matter. He said, "We've got a strange noise in the nose gear compartment. We just wanted to check it out. They had it checked out. We didn't even get off [the airplane]. They had it checked out and we took off again.

We got up in the air and we set out over the ocean a little way and it was lightning. Way off in the distance. I don't know how far it was but it was lightning somewhere. The officer came on the intercom. He said, "Men, we're going for Ascension Island²⁶. Headed for Ascension Island. And our flight will be approximately six hours and a half, there a' bouts.". Well we was flying along, and at six hours and a half you start to look. Check your watch. See what time it is. Six hours and a half we've been in the air. No sign of anything. And daylight has come now. We had an aviator on there and he was checking the drift and what not of that airplane. Seven hours and 15

minutes it took us to make that flight, if I recall correctly. We landed there just before noontime.

Some of the guys went and ate. But I was so excited, I couldn't eat. And it was just an island just big enough to build a little airport on. One runway. Just big enough for one runway. And when you got off the end of that runway, you'd better be flying. If you didn't, you was in the ocean. We got off... went off of that.

ROYAL AIR FORCE STATION ASCENSION ISLAND, SOUTH ATLANTIC OCEAN



We flew from there to *Maceio'*, Brazil.²⁷ We got into *Maceio'*, Brazil... seems to me like about... sometimes in the late afternoon. I don't know. It wasn't sundown, I know that. We stayed all night there. We got on a C-47 the next morning and flew to a place in... it was right on the... What's the name of the big river over there?

Buddy: The Amazon.

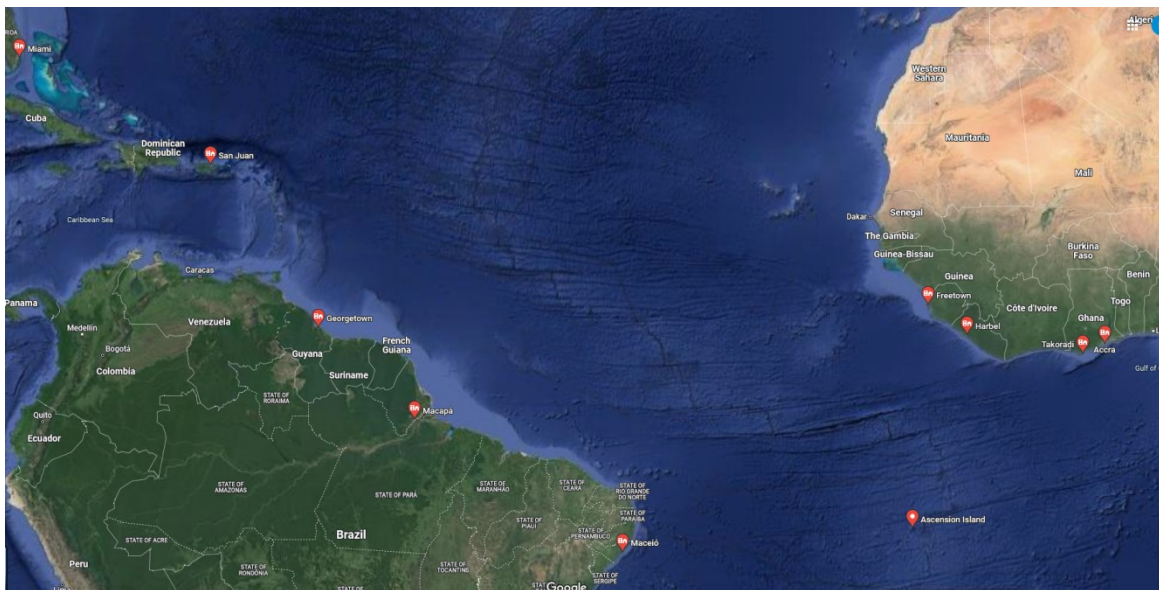
Herman: The Amazon River! We *were* close to the Amazon River²⁸ and we stayed all night there. The next morning we got up and started again. We flew right over the mouth of the Amazon River and believe me, it's big... where it empties into the ocean. You couldn't see any ground or *anything*. At that time you couldn't. All you could see was trees. That's what it looked like from the air.

The Amazon near Macapa', French Guiana



We flew to a place in British Guyana called Georgetown. Georgetown, British Guyana. Stayed all night there, boarded the same aircraft the next morning and flew to... Let's see... San Juan, Puerto Rico. Then from San Juan, Puerto Rico we flew to Miami Florida.

THE ROUTE HOME: Accra to: Ascension Island, Maceio, Macapa', Georgetown, San Juan, Miami



As we got there, we could see the lights down below. And, first thing you know, that airplane just made a dive, (Gestures), like that. You wondered what in the world is going on. Well, we got on the ground... there wasn't *anything* said [until]... we got on the ground... [We] wanted to know what was the matter and we had almost collided with another airplane. If they hadn't [went under it], they said, we would [have]. That's what the pilot said. But then, anyway, we got on the ground safely there. It was about 8 o'clock at night. Maybe a little later. It was dark anyway. I know that.

They had a movie going there and the Andrew Sisters were singing. (Laughs) You probably don't remember the Andrew sisters but three girls sang together. Three sisters sang together back at that time.

I went to the Western Union and wired a telegram. I've still got it up there in my [papers]. I sent it to Harrisburg. Then it came out through the mail to dad and mom's mailbox. Mom said dad went to the box and got the mail. He came in and sit down in a chair. He took that letter, (Voice cracks), and rolled it over and over and over like that, (Gestures). She was sitting right beside him. Finally he opened it. It had ten words to it. "I am in Miami. Will be home sometime next week.". (voice still cracking) She said when he opened that, read what that said, he slapped her on the leg, seemed like (Inaudible).²⁹

Well, they gave us two weeks off I guess. A two week furlough and I came home. Rode a train to Evansville, Indiana. Caught a bus from Evansville to Harrisburg. Had to go back in when my furlough was finished.³⁰ Road the bus. Got on a bus at *Horning* Hotel in Harrisburg. Got on the bus and went to Nashville Tennessee. Got on another bus down there and the guy driving had on thick rimed glasses. You'd think he couldn't see across the road. (Laughs) I sit in the front, right behind that driver. It took us 53 hours to make that trip. We weren't on the road all that time. We were waiting in different places. We made that trip that afternoon. I went into aircraft maintenance down there. Same thing. Practically the same thing. It wasn't engine overhaul but it was aircraft maintenance.

Then I got another furlough. Came back home and spent a few days and then I went back and did what I was doing all the time that I was there. That's about the size of it. I was finally discharged. I was discharged on October the 28th of 19 and 45. Out of Scott Air Force base, Saint Louis. Just outside of Saint Louis.

BUTCH: Let's go back to Africa now.

Herman: Alright.

Butch: Was there much concern that we might lose the war or that the war might come to the U.S.?

Herman: No. Not where I was. At least, if it was, it wasn't spoken.

Butch: Did you see any fighting or air crashes other that the one you've already told us about?

Herman: I seen one B-17 that had been shot. It went in one wingtip and went out the other wingtip. One hundred and three holes through it. That airplane came in and landed, believe that or not.

Butch: Where did it come from?

Herman: It came from up in the Germany area some place.

Butch: All the way to where you were in Africa, it flew in?

Herman: It flew in there. (Nods his head). I seen an engine out of a Messerschmitt that had been shot down. One bullet hit it and it went through the fuel injector of that engine. I didn't see the airplane. I just seen the engine.

Butch: What did you like best about the service?

Herman: Oh, I liked... I just liked the job I had. It was something I liked to do. And I'm tickled to death that I did it. Ain't no tellin'. [Otherwise], I might not have been here today. And I might, [or] I might not have been. I might have had some scary tales to tell you but... I don't know... as far as being scared... other than the storm I went through.

Butch: What did you like least about it?

Herman: Uh, being away from home.

Butch: What about the people of Africa?

Herman: At the time I was there I didn't think to much about it. But since I've been there... Since I've come back, I've thought a lot about it. I still think a lot about it. I feel so sorry for those people. You can't put them all in a basket and say they are all the same because they aren't. They... but there are two classes of people over there. We've got three classes [in the United States]. We've got the upper class, the middle class and the lower class. They've got the lower class and the upper class over there. And the lower class had practically nothing. I mean they didn't at that time. And from what I see on television today they still don't. Whatever they had, if they had to move... most of them... was just on their head and on their back. That's what they have. That's what they own. So be thankful for what you've got. That's all I can say to you about it.

It's just pitiful. I've seen... those natives would stand around the garbage cans we had and one of those big garbage cans holds 20 or 25 gallons. Like one of them in our smoke house right now. I'd see them guys [soldiers] come in and sometimes the food wasn't fit to eat. It wasn't because the food

wasn't good. It was because of the way it was prepared. I've walked into that mess hall many a times, walked out and went to the PX. And the PX is what's called the Post Exchange.³¹ We'd go in there... I'd go in there and get me a Coke and a candy bar. That's what I'd eat... a lot of times. Guys would be standing there... G.I.'s would just stand there dumping their trays into that... one of them there big cans. Maybe there would be three or four of them there. Them there natives standing around it. Just as much as they could get around. Little fellers. If one of them could get in there and get a hand in there and get a hand full of [food, you would] see a grown up take it away from them. If that won't cook your goose, I don't know what will. It sure cooked mine. It's just unbelievable, the conditions. And that nation over there, that was a country over there before this one was ever thought about. Being occupied by the white man. And at that time they hadn't gone anywhere to speak of at all. Just nothing. Nothing to work at.

Butch: Can you tell us about some of the customs of the Africans? Religions or...

Herman: Very few of them had a... what you'd call a house. We had some British... they... some of them... some of those natives... the British had an anti-aircraft position set up out there. And these natives, and they were natives of Africa... they was under British control so [the British] had control over them. But... I lost my train of thought then. Anyway, one day one of the boys out of our group... there was some South Africans there also. They had some aircraft. They called what they called, they were A-20's.³² They were American built planes but they weren't used in the war. To fight the war with. These guys had a hut built and it was made out of mud. There was a roof over it... made out of some kind of grass or something. And one of these officers, South African officers, he was going to take one of those A-20's up for a test hop or something. He asked one of the guys in our bunch if he'd like to take a ride. He said, "Yeah, I'll take a ride!". So he got in the nose of it. It had a plastic nose on it and the guy sitting in the front of it, he would see everything that's going on. They took off down that runway and the right engine, uh, left engine died. And that engine just pulled that airplane around across the runway, right into that building and killed, I don't know how many of those natives.

I went out there one evening to watch a B-26. It was as still-as-a-mouse. And a B-26 had to fly... I mean... they had... they had to be flying before they flew, that's all. They had a short wingspan and had BIG engines. Once they got off the ground they could fly pretty fast. I was standing there... I was sitting there one evening, just by myself. I just watched one of them revving up down at the end of the runway, getting ready to take off. He took off down that runway. Never did get off that runway. Crashed down there at the end of the runway. Killed the guys in there.

Another one happened there one time. [It was] a C-54. It happened at night. I didn't see it but every person on it was killed. Something failed about it. I don't know what. Some kind of mechanical problem.

B-26 BOMBER



DOUGLAS C-54



I saw a... I was sitting there one day and a saw a man come in with a (landing) gear... one was down and the other was limping, if I remember correctly. Or it wasn't down a lot, anyway. I knew it was a British boy. He flew that thing around there for a while till he got his fuel pretty well spent. He come in. And he landed on the belly. Made a belly landing and that plane didn't do much more that stop till he was out of it and running. Hard as he could run. Trying to get away from it.

Another one was up in the air and something happened and he was right there at the airport but something happened to the engine and he couldn't get down. He parachuted... his parachute didn't open. Killed him.

Butch: Did you lose any close friends in the war?

Herman: The first guy I worked with when I got over there got killed on Ascension Island coming back. He was right... he was behind us. Somewhere behind us. I don't know how far behind. Him and... wait a minute... what was his name. I can't think of his name right off hand. Maybe I'll think of it in a minute. But there was a gentleman on there named T. J. *Sabbage*. He was on that flight. Lowell McBride was the man. He was the first guy I worked with when I got over there. He got killed on Ascension Island, coming back. Him and T.J. *Sabbage* got killed on there. And T.J. *Sabbage*... I've thought about that man many and many a time. He didn't open his mouth that he didn't say a cuss word, hardly. And I've thought about his condition. Many and many a

time. When that airplane came in and landed... I didn't see it because I was ahead of them, but some of the guys that did said when it... when that airplane came in it hit a downdraft and when it hit that downdraft it just popped into the runway, like that (slams his hands down on the table). And the wings just folded back. Folded up against the door. The door you would get in would be on the left hand side, [when] facing the front of it. Those guys burn up in there. All of them. The pilot and co-pilot. Minnie *Maninne*.³³ We all called him Minnie *Maninne*. His name was *Maninne*. Minnie *Maninne*. He got in the cockpit and he jumped out. And they said when he hit the runway... when his hands hit the runway, the flesh fell off his hands. I mean, that's not what I saw. That's what somebody told me happened to him.

Butch: You talked about a Lieutenant Dumar? The guy that was a Major?

Herman: Oh yeah, a Major. Yeah. George W. Dumont.

Butch: Did you have any contact with him after the war?

Herman: He wrote me a letter. He wrote me a letter there and he wanted to know... He let me know where he was at. Miami Florida. And he wanted to know what kind of quarters I would have to have. Of course I wasn't married. I wasn't married at that time. And I had already spent 4 years in there and so I was kind of happy to be home. I talked to Tess about it. We weren't married but I talked to Tess about it and she didn't want to go, so I didn't go. But he was a prince of a gentleman. He was to me, I tell you. I can say that for him.

Butch: Earl³⁴ was in the same time you were?

Herman: I beg your pardon?

Butch: Earl was in the service the same time you were?

Herman: He didn't go the same time I did, no. I don't know when Earl went. He went later [than I did]. He must have went in 44 or 45.

Butch: Oh, after the war was over?

Herman: No. The war wasn't over till in August of 45. It wasn't over in Germany (till then). Seems to me like that's when it was.³⁵ Japan wasn't over. They were still fighting in the South Pacific. That was one reason they were holding us down there, because they thought they were going to have to go into Japan. But when Japan surrendered... when they dropped the atomic bomb... those two, why it didn't take them long to surrender.

~ THE END ~

EPILOGUE

After leaving the service, Herman worked as a coal miner with Bluebird Coal Company until a cave in narrowly missed killing him. "It hit the bill of my cap and knocked it off my head.", he told me.

He left mining after that incident and went into carpentry with his Brother-In-Law, Bob Stricklin. They built and operated Martin and Stricklin's Cabinet Shop on Sloan street in Harrisburg. That building is still standing in 2022. The two of them built or remodeled homes all around the Southern Illinois area. Herman also built the house he raised his family in at 2285 Willow Grove Road. That house also still stands and is directly across the road from where he was born and raised. He worked many years as a carpenter until the winters got to rough on him. He then returned to coal mining, this time at Peabody Coal Company's Eagle Two mine in Shawneetown, Illinois. He worked there as a repairman until he retired at age 62.

Herman was a man who could do it all when it came to carpentry. He helped all three of his children build our homes. He could start with an empty lot and finish with a fine home. He knew how to build the foundation, do the construction, the electrical wiring, the plumbing, the finish work... all of it. And he did top notch work.

Most importantly, Herman was a very religious man. He loved to talk about the Lord. He never missed church unless sick. He served as greeter at Walnut Grove Baptist church until his death on June 9, 1999 at the age of 79. His family misses him but we will see him again!

FOOTNOTES

¹Herman says A.J. Fredman in the interview but his draft registration card shows it was J.A. Fredman

² The station was at the corner of Main and Commercial streets in Harrisburg, Illinois. It no longer exists.

³ New recruits were referred to as G.I.'s, meaning Government Issue or General Issue.

⁴ Camp Grant is named after Civil War General and later President of the United States, Ulysses S. Grant. It sits approximately 90 miles Northwest of Chicago's Union Station in Rockford, Illinois.

⁵ Keesler Air Force Base is named in honor of an aviator, 2nd Lt. Samuel Reeves Keesler Jr., a Mississippi native who was killed in France during the First World War.

⁶ Kelly Field (formerly Kelly Air Force Base) is a joint-use facility located in San Antonio, Texas. It was originally named for George E. M. Kelly, the first member of the U.S. military killed in the crash of an airplane he was piloting.

⁷ The first printing of this book reported the name as *Mowcha* Field, due to difficulty understanding Herman's pronunciation. Further research revealed the actual name was Mitchel Field, located about 15 miles southeast of LaGuardia. Decommissioned in 1961, Mitchel Field became a multi-use complex that is home to the [Cradle of Aviation Museum](#), [Nassau Coliseum](#), [Mitchel Athletic Complex](#), [Nassau Community College](#), [Hofstra University](#), and [Lockheed](#). In 2018 the surviving buildings and facilities were recognized as a [historic district](#) and listed on the [National Register of Historic Places](#).

⁸ The MS Batory sailed from New York City's Pier 51 on Thursday August 6th, 1942. She joined a convoy at Halifax, Nova Scotia. She then picked up troops in Iceland before sailing on to make port on the Clyde River, Glasgow, Scotland in mid August. Incidental: The MS Batory was mobilized at the outbreak of World War II and served as a troop ship and hospital ship for the Allied Navy during the entire war. She also

participated in the evacuation of Dunkirk. Further information on her is available at www.derbysulzers.com/shipbatory.html

⁹ Herman pronounced this word as "CHORD-AID" in the interview but it was probably a Corvette aid, which was a small ship used to escort larger ships during World War II. Thank you to Mr. Frank Daniel for providing this insight.

¹⁰ The Highland Princess sailed from it's Clyde river port as part of convoy WS-22. It arrived in Freetown South Africa on Wednesday September 9th, 1942.

¹¹ The excerpt below is taken from: www.allenaltvater.org/chapter-7---the-eighth-air-depot,-inc..html

"A few days later, a plane brought in Lt. George Dumont who took over command of the engine overhaul operations. So thorough was his supervision that, after that time, only one plane was lost due to engine failure although flight schedule at this base called for around-the-clock operations with planes on the ground only long enough to be refueled and checked before new flight crews took them out again. In recognition at Accra, Lt. Dumont was soon advanced in rank."

¹² The article mentioned in footnote 11 goes on to describe what would later become a multi-million dollar aircraft repair company which George W. Dumont co-founded along with Art Dorman in Sebring, Florida. Their company was Eighth Air Depot, Inc. and would engage in the business of overhauling airplane engines.

¹³ Crepe rubber is coagulated latex that is rolled out in crinkled sheets and commonly used to make soles for shoes and boots, but also as a raw material for further processed rubber products. Firestone's plant was located in Harbel, a town in Margibi County, Liberia. It lies along the Farmington River, about 15 miles upstream from the Atlantic Ocean. It was named for the founder of The Firestone Tire & Rubber Company, Harvey S. Firestone, and his wife, Idabelle.

¹⁴ Roberts International Airport is located in the West African nation of Liberia near the town of Harbel in Margibi County. The single runway airport is about 35 miles outside the nation's capital of Monrovia. From 1943 to the end of World War II in 1945, Roberts Field Airport, as it was then known, served as an alternative base for a contingent of 26 Squadron SAAF which flew Vickers Wellington bombers on anti-submarine (U-Boat) and convoy escort patrols over the Atlantic. Their main base was at Takoradi, in the Gold Coast. The airport is named in honor of Joseph Jenkins Roberts, the first President of Liberia.

¹⁵ The town is actually known as Jani. Jani is located in Northern Nigeria, approximately 700 miles Northeast of Accra and 80 miles Northwest of Kano.

¹⁶ Kano is a city in northern Nigeria and the capital of Kano State. At this writing, it is the second largest city in Nigeria after Lagos, with over four million citizens. Located in the Savanna, south of the Sahel, Kano is a major route of the trans-Saharan trade.

¹⁷ Butch is the third of three children born to Herman and Tessie. His full name is Leslie Eugene Martin. His date of birth is April 2, 1952.

¹⁸ Buddy is the second of three children born to Herman and Tessie. His/my full name is Lyndell Ray Martin. DOB December 8, 1950. (Herman and Tessie's first child is Patricia Ann Martin Patterson. DOB December 7, 1947, six years to the day from the Japanese bombing of Pearl Harbor.)

¹⁹ Ships logs from the M.S. Batory show it arrived in port at Pier 51 New York City on Saturday, August 1st. Ships logs from the Princess Highland show her arriving in port at Freetown, West Africa 38 days later on Wednesday, September 9th 1942. Thus, a four day discrepancy from Herman's recollections.

²⁰ At this point we are 30 minutes into the 60 minute video taping.

²¹ The Army Air Forces was created in June 1941. The entry level rank for enlisted men in the Air Force was Private. The next rank would normally be Private First Class (PFC) but Herman was promoted directly to the rank of Corporal.

²² It sounds as though Herman is saying either Morganfield or Mooresville Florida. However, neither of these are currently listed among the town and cities of Florida.

²³ The O.E.'s office refers to the Office of Enforcement.

²⁴ This inaudible audio occurs 36 minutes and 50 seconds into the interview. Herman was visibly upset that he had not spoken with his superiors or gotten any contact information from his men, or "guys" as he referred to them.

²⁵ The B in B-24 indicated a bomber. The C in C-87 indicated a cargo aircraft.

²⁶ Ascension Island is an isolated volcanic island, 7° south of the Equator in the South Atlantic Ocean. It is about 1,000 miles from the coast of Africa and 1,400 miles from the coast of Brazil. It is named for the day of its recorded discovery, Ascension of Jesus Day. During World War II, it was an important naval and air station, especially providing antisubmarine warfare bases in the Battle of the Atlantic.

²⁷ Maceio is the capital and the largest city of the coastal state of Alagoas, Brazil. It lies about 1400 miles almost due West of Ascension Island.

²⁸ The Amazon flows into the Atlantic Ocean near Macapa', French Guiana. Although he didn't mention the city by name, this would be where Herman's flight landed.

²⁹ Herman was very emotional at this point. A few inaudible syllables occur at 43:30 into the video. For anyone who watches the video, I would be in your debt if you can decipher what Herman says here.

³⁰ While in on furlough, a dinner was given in Herman's honor at his parent's (and his) home. The house, which no longer exists, was located just across the road from

where Herman later built his own home and raised his family... the same home where I recorded this interview. A newspaper clipping describing the dinner has survived and is included in a picture at the end of this book.

³¹ The name Post Exchange was chosen to differentiate it from BX (Base Exchange) used on Air Force bases. Veterans of World War II have long sung the praises of the PX—a little piece of home in far-flung corners of the world. It was basically a store where soldiers could buy a limited amount of American goods.

³² The A designation referred to an attack aircraft. The Douglas A-20 Havoc is an American medium bomber, attack aircraft, night intruder, night fighter, and reconnaissance aircraft of World War II. In 1942 USAAF A-20s saw combat in North Africa. See a picture of the A-20 on page 12.

³³ Pronounced man-in-e with the accent on the -in-

³⁴ Earl Martin was Herman's younger brother born April 14, 1926. As noted in the Prologue, he lived most of his life in Chicago after the war. He was married but remained childless thus leaving Herman to carry on the Martin family name.

³⁵ Germany actually surrender May 7, 1945 and Japan surrendered September 2, 1945.

CREDITS

I would like to thank my brother Butch and my sister Pat for being helpful when called upon. Frank Daniel provided information on the Corvette Aid. Roger Griffiths from ShipsNostalgia.com provided valuable information on the M.S. Batory. A special thank you to my granddaughter Baleigh Danielle Martin did proofreading and provided punctuation corrections for the final draft.

SIGNIFICANT DATES

| MONTH | YEAR | ACTIVITY | DATE |
|----------|------|-------------------------------------------|---------------------------|
| June | 1941 | HERMAN REGISTERED FOR THE DRAFT AT AGE 21 | Wednesday, June 4, 1941 |
| November | 1941 | CHICAGO: PHYSICAL EXAM | Monday, November 17, 1941 |

| | | | |
|-----------|------|--------------------------------------|------------------------------|
| November | 1941 | CAMP GRANT: ORIENTATION & ASSIGNMENT | Tuesday, November 18, 1941 |
| November | 1942 | KEESLER AIR FORCE BASE: TRAINING | Tuesday, November 24, 1942 |
| May | 1942 | KELLY FIELD: AIRCRAFT REPAIR | MAY, 1942 |
| August | 1942 | M.S. BATORY DEPARTS FROM PIER 51 NYC | Thursday, August 6, 1942 |
| September | 1942 | PRINCESS HIGHLAND ARRIVES FREETOWN | Wednesday, September 9, 1942 |
| April | 1945 | HERMAN LEAVES AFRICA BOUND FOR USA | Tuesday, April 24, 1945 |
| May | 1945 | GERMANY SURRENDERS | Monday, May 7, 1945 |
| June | 1945 | RETURNS TO HARRISBURG FOR FURLOUGH | JUNE, 1945 |
| September | 1945 | JAPAN SURRENDERS | Sunday, September 2, 1945 |
| October | 1945 | DISCHARGED FROM AIR FORCE | Sunday, October 28, 1945 |

CLOSING THOUGHTS

Transcribing dad's video has been a great joy for me. I anticipated at the start that it would be about a one or two week project. But as I listened to the video and learned, there was much to research. The fact that I added 35 footnotes and many, many pictures speaks to this. I very much enjoyed being able to "spend some time" with dad again. He was and is a great and godly man, both in the eyes of men and in the eyes of God. See you soon dad!

Lyndell R. Martin

ADDITIONAL PICTURES

The M.S. Batory docked in New York City



The route home from Africa to the USA

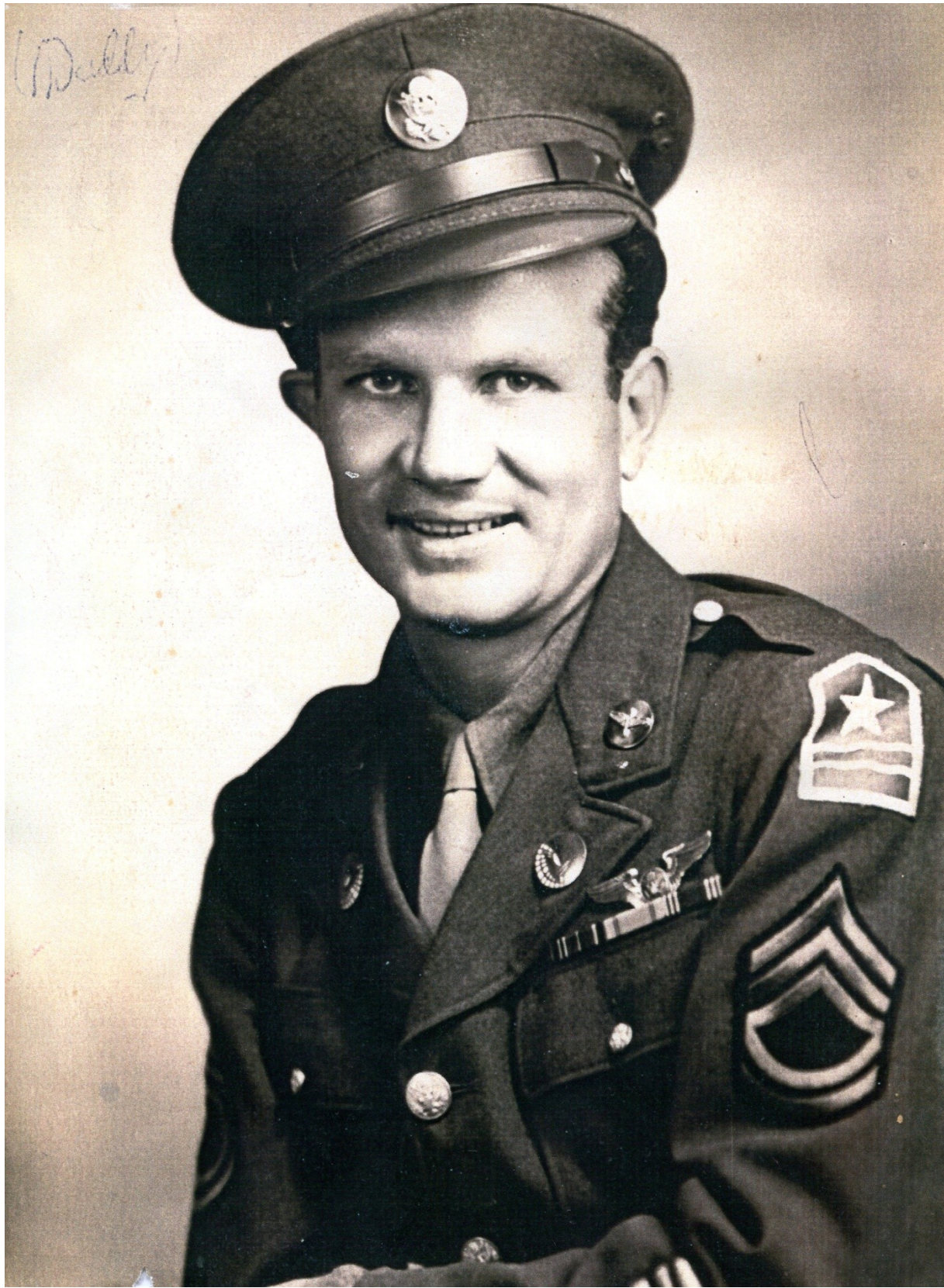


Dinner honoring Herman's return to the states
(Note that a 22 year old Tessie Ward was in attendance)

**Dinner Honoring
T-Sgt. Herman Martin
Overseas 33 Months**

A dinner was given Sunday in honor of T-Sgt. Herman Martin at the home of his parents, Mr. and Mrs. Elmer Martin of Walnut Grove. T-Sgt. Martin who was in Africa, as a motor mechanic helping to keep Army equipment rolling for 33 months during the war in Europe, leaves Tuesday to return to Miami Beach, Fla., where he will be stationed for a while before reassignment.

Those present were: Mrs. J. M. Martin, Mr. and Mrs. Bert Reynolds, Mrs. Gladys Perkins and son, Wayland, Mr. and Mrs. Clarence Horton, Mrs. Juanita Ward and son, Jimmie, Mr. and Mrs. Kendall McDonald and children, Norma and Kendall Lee, Mr. and Mrs. Willard Perkins and children, Michael Lee and Lily Marlene, Mr. and Mrs. Claude Guest, Mr. and Mrs. Elmer Martin, Mr. and Mrs. Elmer Watkins and children, Mr. and Mrs. Thomas Stricklin and son, Wilburn, Mr. and Mrs. Ras Spurlock, Mr. and Mrs. John Turner, Mrs. Ethel McDonald, Mrs. Ona Lea Reynolds, Mrs. Nancy Horton, Mrs. Della Perkins, Mr. and Mrs. Howard Priest, Mr. and Mrs. John Perkins, Mr. and Mrs. Roy Reynolds and children, George Turner, James Turner, Jake Spurlock, Bill Gene Reynolds, Misses Lavern Tison, Tessie Ward, Mae Ewell, Lucille Reynolds, Lillian Pearce, and Beulah Reynolds.



(The original printing of this book includes many additional photos)